

LENGLEN BEATS MALLORY, STRAIGHT SETS

To-Night's Weather—FAIR; COOLER.

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FIRE ON NIEUW AMSTERDAM SPREADS

SOLDIERS HELD UNDER ARMS AS STRIKE VIOLENCE GROWS AT MANY DIFFERENT POINTS

Governors of Indiana, Kansas and Missouri Among Those Who Have Been Asked to Order Out Troops.

Strikers Warned in Iowa and Alabama Against Fomenting Trouble—Illinois Companies Mobilized.

Highlights at the beginning of the second week of the strike of upward of 400,000 railroad shopmen were:

Troops of five States held in readiness for further disorders.

Violence renewed by strikers at several points throughout the country, particularly Chicago, New Orleans, Bloomington, Ill., and Slater, Mo.

Terrorism of workers and suspected strikebreakers continued.

Kansas Industrial Court swears out warrants for three union heads for calling the strike.

Railroad operation curtailed by several roads because of the shortage of men and to protect workers from violence and coercion.

Fruit shipments from the West menaced because of the extension of the walkout to icing places along main routes.

Meanwhile, strikers are conciliatory, but do not wish to lose prestige by making the first peace move.

CHICAGO, July 8.—Five States—Missouri, Kansas, Illinois, Indiana and Iowa—are preparing to rush troops to disturbed centers if outbreaks on the part of strikers and their friends continue to grow in violence.

Gov. Hyde of Missouri ordered National Guard troops assembled at Warrensburg and Booneville. Gov. Kendall of Iowa announcing that he was prepared to act at once in case violence occurs in his State.

Adj. Gen. Harry B. Smith of Indiana was investigating the need for troops in his State, and Adj. Gen. Carlos E. Black of Illinois announced that despite reports that everything was quiet troops would be held in readiness, while Gov. Allen of Kansas said State protection would be forthcoming if Missouri, Kansas and Texas Railroad officials opened their shops at Parsons.

The attitude of the federated shop crafts was indicated last night when B. M. Jewell, head of the Railroad Employees Department of the American Federation of Labor, issued a statement disclaiming any further responsibility for continuation of the strike and holding the railroads and the Labor Board to blame for the length of time the walkout lasts.

"Those who complain because the railway shop strike has not been settled should understand that the men have been forced out much against their will," his statement said.

"The strike has now been in progress one week. Notwithstanding the fact that we have by every means available to us made it known that a conference was desired with any responsible person authorized to negotiate a settlement or that any proposal by any person properly authorized would be carefully considered, no move has been made by other parties to bring about a settlement.

"The striking employees are not to be driven back. They are asking only justice, and will not willingly submit to less."

Chairman Ben W. Hooper of the Labor Board issued an individual statement in which he asserted that "the only feasible way" for the shop crafts' organization to end the strike was to follow in the footsteps of the

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GASOLINE PRICE CUT 2.1 TO 4.1 CENTS A GALLON

Standard Oil Announces Reduction in Keeping With Freight Reduction.

The Standard Oil Company of Indiana announced to-day that, effective Monday, the price of gasoline and kerosene and all other petroleum products will be reduced to the full extent of the freight rate reduction authorized by the Interstate Commerce Commission, according to Dow, Jones Financial Agency.

This will mean a saving to the retail purchaser of 2.1 to 4.1 cents on the gallon.

THROGS WITNESS ROBBERY OF \$1,620 IN LAFAYETTE ST.

Thugs Hold Up Paymaster Half a Block From Police-men and Escape.

A stone's throw from several policemen and in full view of hundreds of passing automobiles, three men, about 10 o'clock to-day, held up and robbed William P. Stratton on Lafayette Street, between Prince and Houston Streets.

Stratton, of \$1,620 he had just drawn from the bank with which to pay the employees of the Phillips & Van Brunt Company, No. 295 Lafayette Street.

An overcautious passerby in an automobile witnessed the highwaymen at work, but instead of calling the two traffic policemen stationed at Prince and Lafayette Streets and Houston and Lafayette—only half a block away from the hold-up—he motored to Policeman Ryan at the corner.

By the time Ryan reached the place the bandits had escaped and Stratton had gone to his employer's office.

After drawing the money from the Irving National Bank in the Woolworth Building and placing the money in a brief case, Stratton took the B. R. T. subway up Broadway to Prince Street. Halfway between Prince and Houston Streets is an alley called Jersey Street. When he reached this he felt something against his back and heard a voice command him to walk up the alley.

Two other men appeared, took the brief case and Stratton's purse. The latter they flung back at their victim when they found it contained only his commutation ticket to Englewood, N. J.

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"Business Opportunities," June, 1922

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The American.....1,293 Ads.
The Herald.....585 Ads.
The Tribune.....68 Ads.

WORLD overall combined 6,756 Ads.

BUSINESS ADVERTISERS FLOCK WHERE THE RESULTS ARE LARGEST

HOOVER DEFEATS ENGLISHMAN FOR DIAMOND SCULLS

American Champion Leads All Way, Winning Easily in 9 Min. 32 Sec.

Third U. S. Oarsman to Win Trophy Acclaimed as Best in World.

HENLEY-ON-THAMES, England, July 8 (Associated Press).—Walter M. Hoover of Duluth, American scull-



MRS. MOLLA BJURSTEDT MALLORY.

ling champion, flashed past the finish post on England's royal regatta course this afternoon a winner by nearly fifty yards of the Diamond Sculls, which event is considered to carry with it the world's amateur championship.

His superlative rowing had beaten to a standstill his competitor, J. Beresford Jr., of the Thames Rowing Club, holder of the title in 1920.

The American oarsman's time was 9 minutes 32 seconds for the distance of one mile 550 yards.

The famous trophy, for which the world's crack oarsmen have competed since 1844, thus goes to an American for the first time since 1906, when it was won by B. H. Howell of New York, who at the time was a student at Trinity Hall, Cambridge, and who also had won the trophy the year previous. Its first American possessor was E. H. Ten Eyck of Worcester, Mass., who won it in 1897.

Hoover's race was adjudged by English veterans one of the finest exhibitions in the long history of the classic. Observers in the umpire's boat, among whom was Beresford's father, declared the American had no peer among the scullers of the world at present.

The race was rowed in a driving rain with a southwest wind, precluding any beating of the record made by F. S. Kelly of Leander, of 8 minutes 10 seconds, in 1905.

At the finish the crowd was too busily engaged in securing shelter to accord the American much cheering, but the band played the American National Anthem.

The Leander Club won the Grand Challenge Cup, defeating the Thames Club by a length. The time of the winning eight was 7 minutes 36 seconds.

Hoover's victory was the only one which went to a foreigner. The

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Molla Mallory Defeated by Suzanne Lenglen for World Tennis Title Before Great Throng; Victor Sets Terrific Pace, Tiring American



Mlle. Suzanne Lenglen.

American Battles Desperately But Takes Only Two Games, While French Girl Plays Almost Recklessly.

WIMBLEDON, England, July 8.—Mlle. Suzanne Lenglen, queen of the European tennis courts, extended her domain to-day to the whole world when she decisively defeated Mrs. Molla Mallory, the American champion, in the final round of the British National Tennis Championships.

Playing the great brand of tennis which had stamped her as the greatest of all woman players, the French girl won in straight sets by scores of 6-2 and 6-0.

Mlle. Suzanne Lenglen left the club house and came out on the courts at 4.56 o'clock. She was followed immediately by Mrs. Mallory.

The crowd gave them a great reception and they both smiled in recognition.

Mlle. Lenglen spoke first to Mrs. Mallory and the game began.

Tense silence fell over the stands when the French girl started serving. She opened with a whirlwind pace and overwhelmed the American, winning a love game.

Mrs. Mallory with brilliant placements rallied and won the second game, 4-1.

Coming back on her own service, the French champion smashed through the American girl's defense again and won the third game.

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Lenglen broke through Mrs. Mallory's service and won the fourth game, 4-1.

Mrs. Mallory won the fifth game, 6-4, but Mlle. Lenglen took the next three, 4-2, at love, and 4-2; winning the first set, 6-2.

While the players were changing courts, the spectators rose and some of them stretched in seventh-inning American style.

Mlle. Lenglen smiled as the two players passed, but Mrs. Mallory kept her head down and seemed bent on business only.

In the second set Mlle. Lenglen won the first game, 6-4.

The French girl continued her brilliant game, winning the second game at 8-6. The American was fighting desperately and forcing the champion to everything in her multiple supply of strokes.

Contrary to expectations, the American was the first to show the effects of the terrific pace. She seemed to be tiring while the French girl, buoyed

up by her victory, seemed to be getting stronger.

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ALL PASSENGERS ON LINER ORDERED ASHORE AS FIRE IN AFTERHOLD SPREADS

GERMANY APPEALS FOR MORE TIME TO PAY REPARATIONS

Will Ask Commission to Spread Payments Over Longer Period.

BERLIN, July 8 (Associated Press).—It was semi-officially stated this afternoon that two German experts were going to Paris to-day to ask the Reparations Commission for a moratorium by which Germany would be enabled to spread her cash payments over a longer period.

The 50,000,000 gold marks required to meet the July instalment of Germany's reparations payments were gathered in the Reichsbank before the mark entered upon its present heading plunge.

Official quarters also are averse to talking freely on the subject while the conferences with the Guarantees Commission are going on.

Parliamentary circles are deeply engrossed with the prospective realignment of the Government coalition and the prevailing political situation, and appear comparatively indifferent to the fate of the mark.

Official quarters also are averse to talking freely on the subject while the conferences with the Guarantees Commission are going on.

The Reichsbank has confined its utterances to a communique to the effect that the printer's strike has brought the money presses to a standstill and that as a result the bank's ready stock of Reichsmark currency is wholly depleted, due to the excessive demands which set in at the close of each quarter. It hopes to tide over the shortage by issuing an emergency 500-mark note.

The shortage of big bills is already (Continued on Second Page.)

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SONS CUT OFF WITHOUT A PENNY IN CROKER WILL

\$10,000 Left to Late Tammany Chief's Daughter, Rest to Widow.

WEST PALM BEACH, July 8.—The will of the late Richard Croker, former Tammany leader, who died recently in Ireland, filed here to-day, leaves all of his property, except \$10,000, to his widow.

The \$10,000 bequest goes to his daughter, Florence, who is referred to as the only one of his children who retained affection for him.

The will was drawn in Ireland in 1919.

GERMANS IN SILESIA FIRE ON FRENCH TROOPS

Three-hour Battle Follows—Six Natives Are Killed.

KATTOWITZ, Silesia, July 8.—A three-hour battle between a French detachment and Germans, at Pyskowice, resulted in death of six of the natives and destruction of houses by a French field gun, according to reports here.

The French were fired upon while passing through the town.

Hoboken Department and New York Fire Boat Fighting Blaze at 2.30 P. M. That Started at 8 o'clock A. M.

Orphans' Home Band and Girls' Bugle Corps Play on Pier as Fire Is Fought—Sailing Delayed Several Days.

A fire in the afterhold of the Holland-America liner Nieuw Amsterdam, at her dock at the foot of Sixth Street, Hoboken, which was discovered at 8 o'clock this morning, had progressed so far at 2:30 o'clock this afternoon, despite the efforts of the ship's crew, the Hoboken Fire Department and a New York fireboat, that the 660 passengers who had expected to start for Rotterdam at noon were ordered ashore. Most of the passengers took their cabin luggage with them and returned to New York confident that the Nieuw Amsterdam will be held here for several days.

At noon it was believed that the fire, which had threatened a compartment of the hold loaded with tons of grain and sugar was under control. But smoke which enshrouded the ship and covered the Hoboken waterfront became more dense and additional fire apparatus was summoned.

When the passengers were ordered ashore, two Hoboken fire engines and the fireboat were pumping a dozen streams of water into the hold through hatchway No. 5 with no apparent effect. Other fireboats were lying alongside in readiness to hook up lines of hose and flood the entire hold of the liner should it become necessary.

In addition to the 660 passengers there were 1,000 visitors on the Nieuw Amsterdam when it was decided to send all but the crew and firemen ashore and another thousand were on the pier. Some of the passengers who were in the third cabin quarters said that the walls were hot when they left.

While the fire was smokiest and the activities of the fire fighters were at their height a brass band of boys and a bugle corps of girls from the Hebrew Orphan's Home of Hoboken alternated in sounding stirring music from the pier. The fire on the Nieuw Amsterdam was probably the first that was ever fought to music.

Smoke was seen issuing from hatch No. 5 shortly after 8 o'clock this morning. Capt. Peter Van Den Hove ordered the hatch opened and sounded the fire alarm. The ship's fire fighting corps was mobilized by Chief Officer Hendrik Van Erb who led the way into the hatch with a fire extinguisher.

The smoke was thick and grease laden, coming, it was said, from a blaze in a consignment of motorcycles. After about half an hour Van Erb was missed. A searching party of seamen found him unconscious in the smoke filled hatch.

He was carried to the ship's hospital, where the facilities were found insufficient to revive him. A call was sent to St. Mary's Hospital in Hoboken and Dr. Galloway responded with a pulmotor. Van Erb was soon on his feet again directing the fire fighters.

At 10:30 o'clock it was seen that the ship's force could not subdue the blaze, which had not been definitely located and a fire alarm brought engines and men of the Hoboken Fire Department. Guided by a longshoreman named Thomas Costello, who had been helping the crew, the Hoboken firemen found the seat of the fire and had it under control at noon.

Costello was overcome by smoke while in the hatch and was treated by the ambulance surgeon and later was taken to St. Mary's Hospital. Several members of the crew were knocked out by the smoke and flames coming from the hatch.

The boy and girl musicians were at

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